

risers. The conventional wisdom has been that fairings would not be effective at the high Reynolds numbers attendant spars which have a diameter many orders of magnitude greater than that of a riser pipe. Therefore the state of the art at the time the invention was made would not suggest the combination. Further details are set forth in the specification at page 4, line 19 to page 5, line 7.

Not only that, the riser fairing constituent component asserted for the combination would present serious challenges if scaled to spar dimensions. It would have the detriments of asymmetrical arranged mass, effective mass, and buoyancy that would be difficult to accommodate the context of a spar. Further, the long tailed fairing would not be otherwise conducive to hull fabrication since it is not free to rotate into the current with changes in current direction and would present an unacceptable broadside profile. The additional claims address the use of short and ultrashort fairings in this combination.

Removal of this ground of rejection is respectfully solicited.

The claims patentably distinguish the prior art and are neither taught nor suggested by the prior art, whether asserted singularly or in any reasonable combination. Allowance of the claims and of the application is respectfully solicited.

Respectfully submitted,

DONALD W. ALLEN ET AL

By



Their Attorney, Mark A. Smith  
Registration No. 30,220  
(713) 241-2094

P. O. Box 2463  
Houston, Texas 77252-2463

a